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FIG. 1

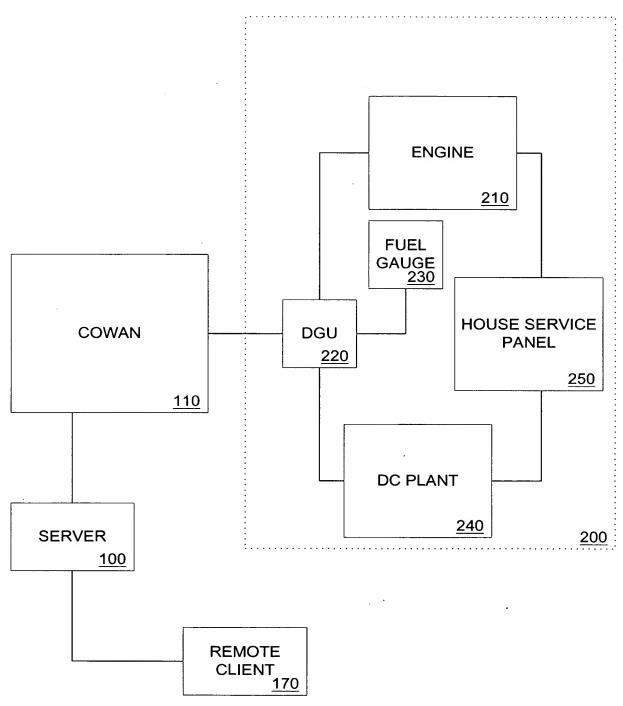


FIG. 2

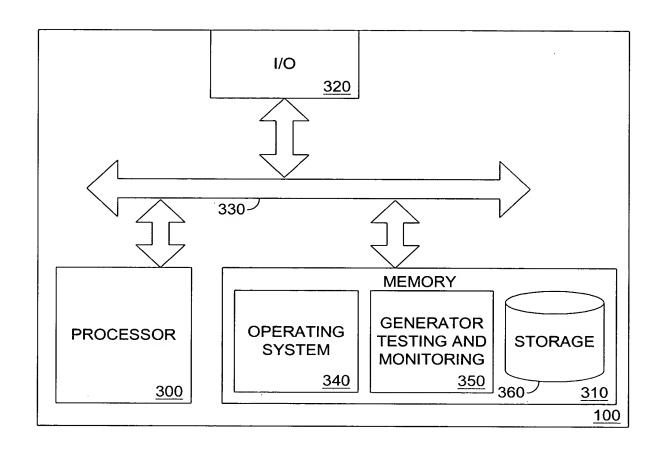


FIG. 3

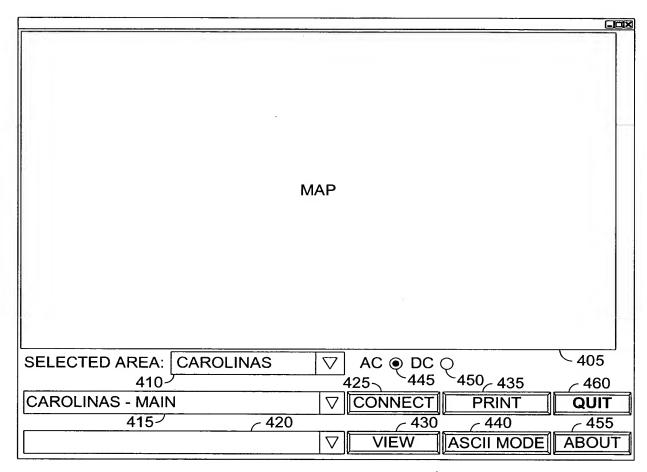


FIG. 4

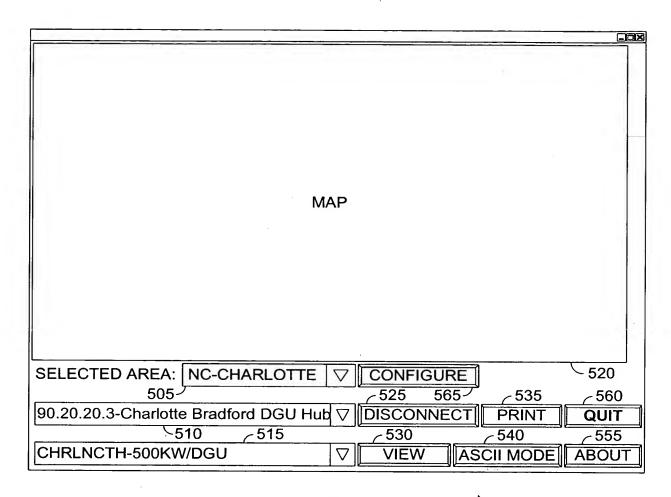


FIG. 5

	TNCMA		5.160.124.205, 20	9:10 AM
605 ENGINE START NO	^CTI\/IT	C610	DDED LUQUEA	METER 461.11
ENGINE START NO	K		PPED HOUR N	
c 620	E	NGINE RUNTIM	E 0 HRS 0 MIN	
AC POWER FAIL SIM	O 625	←685	615 ⁻	C VIEW □□
ENGINE MINOR	0 630			7.6 (12)
ENGINE MAJOR	0 635			
AC POWER FAIL	640			<i>+</i>
PROPER OPERATE	ロン	FREQUENCY	ENGINE SPD.	ENGINE PH1
ENGINE FUEL LOW	0 645			
ENGINE FUEL LEAK	0 650			
055		FUEL PRES.	OIL PRES.	ENGINE PH2
START BATT. 655		ENGINE	COMMERCIAL	
9 VOLTS 16	·	VOLTAGE	_ AC _	
FUEL COOL	TEMP	90 L1-N 140	50 L1-N 150	ENGINE PH3
0 GALS.1000 50 DEG	SS.280		7	EIVOIVE I III
660 665			50 L2-N 150	
REFRESH RATE (S)	9	90 L3-N 140	50 L3-N 150	/ / /
EMERGENCY STOP		150 L1-L2 250	150 L1-L2 250	KILOWATTS
670		675	680	
			▶ 60	0

FIG. 6

	CM	A-11:	5KW/DGU 86.16	60.124.205, 20 0	3	9:46 AM
605	212.11		<u>610</u>	= 1		
ENGINE START EN	SIN	ERU	INNING/ INDEFI	NITE HOUR	METER	360.99
_{<620}		EN	GINE RUNTIME			
AC POWER FAIL SIM	•	625		61	AC VIE	-690
ENGINE MINOR	0	630	685		AC VIE	W ∇
ENGINE MAJOR	0	635				1
AC POWER FAIL	•	640	(")	(")		" <i>}</i>
PROPER OPERATE	•	レー	FREQUENCY	ENGINE SPE	. ENGI	NE PH1
ENGINE FUEL LOW	0	645				\nearrow
ENGINE FUEL LEAK	0	650		()		// j
2			FUEL PRES.	OIL PRES.	ENGI	NE PH2
START BATT. 655			ENGINE	COMMERCIA		$\overline{\lambda}$
9 VOLTS 16	4		VOLTAGE	AC		1
FUEL COOL	TEN	1P	90 L1-N 140	50 L1-N 15	0 ENGI	NE PH3
0 GALS.1000 50 DEG	S.2	80	00 12 N 440	50 12 N 45	⊃	- <u>t</u>
660 665			90 L2-N 140	50 L2-N 15		17
REFRESH RATE (S) 2	.683	35	90 L3-N 140	50 L3-N 15	<u> </u>	<i>u }</i>
EMERGENCY STOP			150 L1-L2 250	150 L1-L2 25	O KILO	WATTS
670			675 ²	680 ⁾		

FIG. 7 700

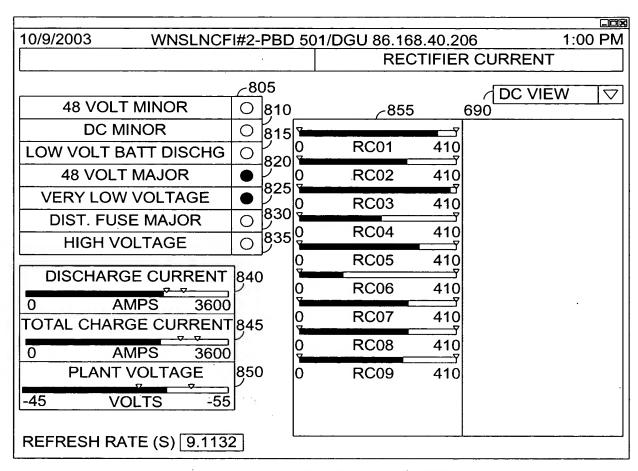


FIG. 8 800

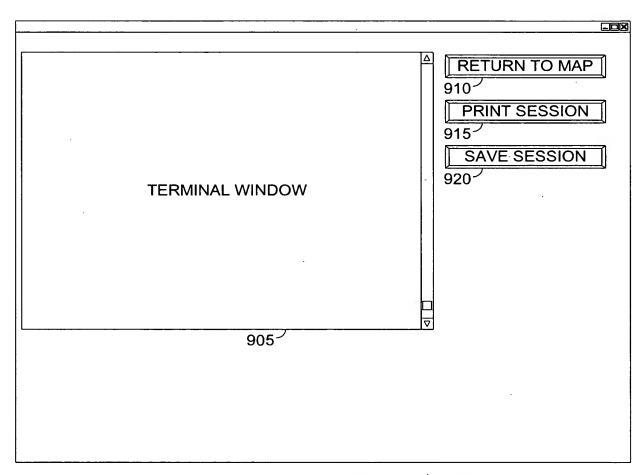


FIG. 9 • 900

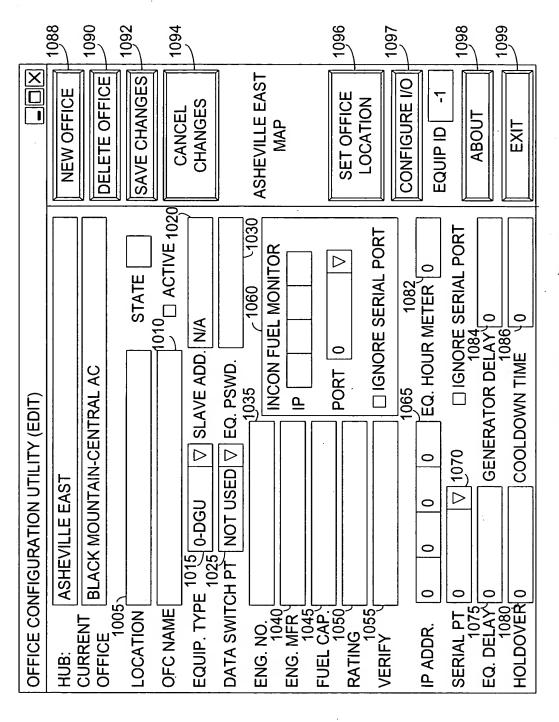


FIG. 10 ► 1000

			◁															\triangleright			
	-	71144	CHAN	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Δ	CLOSE	71162
1156] EQ. 1D	_1142	VISIBLE	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×			
71154	AC DEL DC	ر1140	MIN ALARM MAX ALARM VISIBLE	190	190	190	65	1830	61	02	. 6	128	128	128	224	130	130	130			1100
-1152	DEL		MIN ALARM	145	145	145	06	1770	.29	30	3	106	106	106	180	06	06	06		OKW/DGU	
1150	DC ADD	1134 - 1136	Г	220	220	220	75	1900	63	80	12	140	140	140	250	150	150	150		ACMENCMA-60KW/DGU	E.
NALS)	. AC ∭ADD	~1148 ~11		0	0	0	0	1700	25	20	0	06	06	06	150	20	20	50		ACI	
N (DC SIG	GNL ADD	1132	CHANNEL	A26	A27	A26	A27	A26	A27	A26	A27	A26	A27	A26	A27	A26	A27	A26		CEL	-1160
		1146		ENG. PHASE 1	ENG. PHASE 1	ENG. PHASE 1	KILOWATTS	ENGINE SPEED	ENGINE FREQ.	OIL PRESSURE	FUEL PRESSURE	VOLTAGE L1-N	VOLTAGE L2-N	VOLTAGE L3-N	VOLTAGE L1-L2	COMM. AC L1-N	COMM. AC L2-N	COMM. AC L3-N		SAVE	7 1158
I/O CONFIGURATION (DC SIGNALS)	●AC SGNL ○DC SGNL ADD AC ADD DC ADD FUEL		1102 CHANN	_	_	E 1	1110 KILOWATTS A27	ENGINE SPEED	ENGINE FREQ.	OIL PRESSURE	FUEL PRESSURE	VOLTAGE L1-N		VOLTAGE L3-N	VOLTAGE L1-L2	COMM. AC L1-N	COMM. AC L2-N		∇	SAVE CANCEL	V1158 V1160

I/O CONFIGURATIO	RATION (DC SIGNALS)	I _\	71250 712	-1252	1254 1256	9	
OAC SGNL ODC SGNL ADD AC ADD DC ADD FUEL	GNL ADD	AC∭ADD	DC ADD	FUEL DEL AC	AC DEL DC	EQ. ID	5
1246	1232~1248	1234	1236	71238	1240	1242	1244
1202	CHANNEL MIN VAL	MIN VAL	MAX VAL		MIN ALARM MAX ALARM VISIBLE	VISIBLE	CHAN △
DC DISCHARGE 1204 CURRENT	A02	0	800	540	009	×	A/A
DC TOTAL CHG 1206 CURRENT	F02	0	800	540	009	×	N/A
1208 DC PLANT VOLT.	A01	-55	-45	-50	-50	×	FALS
1210 48 VOLT MINOR	B02	0	0	0	0	×	FALS
1212 DC MINOR	B04	0	0	0	0	×	FALS
1214 LOW VOLT BATT.	B05	0	0	0	0	×	FALS
48 VOLT MAJOR	B01	0	0	0	0	×	FALS
1218 VERY LOW VOLT.	B06	0	0	0	0	×	FALS
DIST FUSE MAJ.	B03	0	. 0	0	0	×	FALS
HIGH VOLTAGE	B07	0	0	0	0	×	FALSI
RECTIFIER 1	A03	0	230	0	220	×	N/A
RECTIFIER 2	A04	0	230	0	220	×	N/A
RECTIFIER 3	A05	0	230	0	220	×	N/A □
							Δ
SAVE	CANCEL	WLN	WLMGNCLE-1231H/DGU	231H/DGU			CLOSE
1258	1260						1262
				4			